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Fifty-ninth session
Agenda item 105
Human rights questions

Letter dated 2 August 2005 from the Permanent Representative of Uzbekistan to the United Nations addressed to the Secretary-General

I have the honour to forward the copy of the decree of the President of the Republic of Uzbekistan on abolition of the death penalty (see annex).

I would be grateful if the present letter and its annex were distributed as a document of the General Assembly, under agenda item 105 of its fifty-ninth session.

(*Signed*) Alisher **Vohidov**
Permanent Representative of the Republic of Uzbekistan

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Annex to the letter dated 2 August 2005 from the Permanent Representative of Uzbekistan to the United Nations addressed to the Secretary-General

[Original: Russian]

Decree of the President of the Republic of Uzbekistan on the abolition of the death penalty in Uzbekistan

Among the foremost objectives of reforming the legal and judicial system of the Republic of Uzbekistan is consistent, gradual liberalization of criminal law, the law of criminal procedure and the penal system.

In accordance with the Act of the Republic of Uzbekistan introducing amendments and additions to the Criminal Code, the Code of Criminal Procedure and the Code on Administrative Responsibility of the Republic of Uzbekistan with a view to liberalizing criminal penalties, as well as with laws on the courts and the Public Prosecutor's Office, and other legislative acts adopted during the past few years, the classification of crimes has been amended, the list of especially grave crimes has been reduced and alternative forms of punishment for crimes which do not involve imprisonment and the institution of reconciliation have been introduced. Several other policy measures to liberalize the penal system have been taken.

Significant changes in criminal policies and law enforcement practices have had a positive effect on the social, political and criminal-justice situation in the country.

A significant part of the ongoing process of liberalizing the legal and judicial system and criminal penalties in the Republic of Uzbekistan has been the steady reduction of the scope of the death penalty. When the country gained independence, its criminal law contained more than 30 articles providing for the death penalty. In the Criminal Code of the Republic of Uzbekistan of 1994, the number of those articles was reduced to 13, in 1998 to 8 and in 2001 to 4. Currently, following the implementation in 2003 of a set of measures to liberalize the criminal law, there is a provision for the death penalty for the commission of only two crimes: premeditated murder under aggravating circumstances and terrorism.

Under the criminal law the number of crimes punishable by the death penalty makes up less than 1 per cent of the overall number of criminally punishable acts. Regardless of the seriousness of the crime committed, the law prohibits the imposition of this penalty on minors, women and persons over 60 years of age.

The State's criminal policies with respect to the imposition of the death penalty fully conform to world trends and consistently reflect the principles of humanism and justice enshrined in the Constitution of the Republic of Uzbekistan.

Meanwhile, the substance and content of the reforms conducted in the country to bring about further democratic progress in social and public life and to modernize the country, and the outcome of the efforts to liberalize the legal and judicial system, have necessitated the abolition of the death penalty as a form of punishment and its replacement by either life imprisonment or long prison sentences.

Furthermore, reform in this crucial area must be carried out consistently, taking into account the need to develop social relations and make them more humane and to enhance public awareness of democratic values.

The abolition of the death penalty will require a mass outreach campaign among the people, first and foremost to lay the ground for progressive movement in the country towards the establishment of a law-based democratic State and civil society and to enhance public understanding of the need for further liberalization of criminal penalties, including the abolition of the death penalty.

There is a need to carry out a series of organizational and preparatory measures involving building facilities and installations, establishing the necessary conditions for the detention of persons whose death sentences have been commuted to life imprisonment or long prison terms, and the training of personnel to work in these institutions.

A key challenge will be to elaborate in detail and amend and supplement criminal, criminal procedure and penal law, carefully taking into account international law in this area and the relevant legislation of other countries which have abolished the death penalty and have experience in enforcing life sentences or long prison terms as alternatives to the death penalty.

On the basis of the established principles and rules of international law and the provisions of the Constitution of the Republic of Uzbekistan, which proclaim and guarantee the human right to life, as well as for the purpose of taking specific measures to further liberalize criminal penalties:

1. The death penalty shall, as of 1 January 2008, be abolished as a form of punishment in the Republic of Uzbekistan and be replaced by penalties in the form of a life sentence or a long prison term.

It is determined that:

Penalties in the form of a life sentence or long prison term may be handed down by the Supreme Court of the Republic of Uzbekistan, the Supreme Court of the Republic of Karakalpakstan, the regional and Tashkent municipal criminal courts and the Military Court of the Republic of Uzbekistan;

Persons sentenced to life imprisonment or long prison terms for the commission of crimes shall serve their sentences in specialized prison facilities under special regime arrangements.

2. The Ministry of Justice, the Supreme Court, the Public Prosecutor's Office, the Ministry of Internal Affairs and the National Security Service shall, prior to 1 January 2006, put forward proposals on the introduction of amendments and additions to the Criminal Code, the Code of Criminal Procedure and the Criminal Executive Code of the Republic of Uzbekistan in connection with the elimination of the death penalty from the criminal penalty system and its replacement by either life sentences or long prison terms, providing for:

The determination of, and the basis for, specific prison terms for persons who have committed crimes which are currently liable to the death penalty;

Procedures for fixing penalties for such crimes and calculation of the prison terms, as well as the procedures and conditions for enforcement of the penalties imposed as alternatives to the death penalty.

3. The Cabinet of Ministers of the Republic of Uzbekistan shall, within two months, adopt a decision on measures for the construction and preparations for the use of facilities of the specialized institutions necessary for the detention of convicted offenders sentenced to life imprisonment or long prison terms, as well as the procedures for financing these institutions and the training of personnel to work in them.

4. The Ministry of Justice, the Supreme Court, the Public Prosecutor's Office and the Ministry of Internal Affairs, together with the National News Agency, the Public Television and Radio Company of Uzbekistan and Uzbek press and news agencies, shall develop and implement a set of measures to organize a mass public information campaign on the abolition of the death penalty.

5. This Decree shall be introduced for consideration by the Oliy Majlis (Parliament) of the Republic of Uzbekistan.

6. The implementation of this Decree shall be monitored by Mr. Sh. M. Mirziyayev, Prime Minister, and Mr. T. A. Khudaibergenov, State Adviser to the President of the Republic of Uzbekistan.

I. Karimov
President of the Republic of Uzbekistan
Tashkent

1 August 2005

United Nations A/59/891

General Assembly

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Fifty-ninth session
Agenda item 37
Question of Palestine

Letter dated 27 June 2005 from the Chairman of the Committee on the Exercise of the Inalienable Rights of the Palestinian People addressed to the President of the General Assembly

I have the honour to inform you that I received a letter, dated 31 May 2005, from the Permanent Representative of Romania to the United Nations, Mihnea Motoc, in which he informed me about the decision of the Government of Romania to discontinue its membership in the Committee on the Exercise of the Inalienable Rights of the Palestinian People as from 31 May 2005 (see annex).

At the 286th meeting of the Committee, on 21 June 2005, the issue was brought to the attention of the Committee membership, which took note of the information. I should like to suggest that the General Assembly be informed, at a suitable time, about the aforementioned change in the membership of the Committee.

I should be grateful if you would have the present letter and its annex circulated as a document of the General Assembly under agenda item 37.

(*Signed*) Paul **Badji**
Chairman
Committee on the Exercise of the Inalienable
Rights of the Palestinian People

05-45222 (E) 040805

Annex

New York, 31 May 2005

I wish to inform you that the Government of Romania has decided to discontinue the membership of the Romanian delegation in the Committee on the Exercise of the Inalienable Rights of the Palestinian People, as from 31 May 2005.

(*Signed*) Mihnea **Motoc**
Ambassador

Paul **Badji**
Chairman of the Committee on the Exercise of
the Inalienable Rights of the Palestinian People
New York

United Nations A/59/892–S/2005/510

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Security Council

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General Assembly
Fifty-ninth session
Agenda item 29
Question of Cyprus

Security Council
Sixtieth year

Letter dated 2 August 2005 from the Permanent Representative of Cyprus to the United Nations addressed to the Secretary-General

Upon instructions from my Government and further to my letter dated 17 May 2005, addressed to you, I have the honour to draw your attention to new violations of the flight information region (FIR) of Nicosia and the national airspace of the Republic of Cyprus by military aircraft of the Turkish Air Force, recorded on 14, 15, 16, 18, 20, 22, 25, 27 and 29 May 2005, on 1, 8, 13, 15, 17, 18, 20, 23, 24, 26, 27, 28 and 29 June 2005, and on 1, 3, 6, 13, 17, 18, 19, 20, 21, 22, 24 and 27 July 2005, as follows.

On 14 May 2005, one C-160 Turkish military aircraft entered the FIR of Nicosia, violating the international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 15 May 2005, one C-130, one C-160, two CN-235 and, four F-4 coming in one formation and six Turkish military aircraft of unknown type entered the FIR of Nicosia, carrying out a total of nine violations of the international air traffic regulations and eight violations of the national airspace of the Republic of Cyprus, as follows:

(a) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction. On the same day, it entered again the FIR of Nicosia, before exiting towards the FIR of Ankara;

(b) The C-160 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction. On the same day, it entered again the FIR of Nicosia, before exiting towards the FIR of Ankara;

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(c) The two CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas in a search and rescue mission, before exiting towards the FIR of Ankara;

(d) A formation of four F-4 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction;

(e) A formation of four Turkish military aircraft of unknown type coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction;

(f) A formation of two (2) Turkish military aircraft of unknown type coming from the FIR of Ankara entered the FIR of Nicosia, violating the international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction.

On 16 May 2005, one CN-235 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 18 May 2005, one Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Adana, from where it returned on the same day to the illegal airport of Krini.

On the same day, one C-130 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 20 May 2005, two C-160, one CN-235 and three formations of a total of ten F-4 Turkish military aircraft (1X2 and 2X4) entered the FIR of Nicosia, carrying out a total of eight violations of international air traffic regulations and an equivalent number of violations of the national airspace of the Republic of Cyprus, as follows:

(a) The two C-160 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting in a south-easterly direction. On the same day, coming from the same south-easterly direction, they entered the FIR of Nicosia, before exiting towards the FIR of Ankara;

(b) The CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas in a search and rescue mission, before exiting towards the FIR of Ankara;

(c) The three formations of the ten F-4 Turkish military aircraft entered the FIR of Nicosia from a south-easterly direction, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Cape Apostolos Andreas, before exiting towards the FIR of Ankara.

On 22 May 2005, one Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Kyrenia, before exiting towards the FIR of Ankara.

On 25 May 2005, one C-160 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 27 and 29 May 2005, one Turkish military aircraft of unknown type and one C-160 Turkish military aircraft entered the FIR of Nicosia, carrying out a total of three violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The Turkish military aircraft of unknown type coming from the FIR of Ankara entered the FIR of Nicosia, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Kyrenia, before landing at the illegal airport of Krini;

(b) The C-160 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 1 June 2005, one C-130 and one Turkish military aircraft of unknown type entered the FIR of Nicosia, carrying out a total of three violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara;

(b) The Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied areas of Morfou, Kormakitis, Karpasia and Mesaoria, before landing at the same airport.

On 8 June 2005, one C-160 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 13 June 2005, one C-160 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 15 June 2005, one C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 17 June 2005, one Turkish military aircraft of unknown type coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, before landing at the illegal airport of Krini.

On 17, 18 and 20 June 2005, two C-160 and one Cougar Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where they departed on the same day towards the FIR of Ankara.

On 23 June 2005, two CN-235 Turkish military aircraft entered the FIR of Nicosia, carrying out three violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The first CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara;

(b) The second CN-235 Turkish military aircraft took off from the illegal airport of Tymbou, violating international air traffic regulations and the national airspace of the Republic of Cyprus, to which it later returned, before departing towards the FIR of Ankara.

On 24 June 2005, one Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, before exiting towards the FIR of Ankara.

On 26 June 2005, one Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, before exiting towards the FIR of Ankara.

On 27 June 2005, one CN-235 Turkish military aircraft entered the FIR of Nicosia, violating the international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou.

On 28 June 2005, one CN-235, one C-130, and one Cougar Turkish military aircraft entered the FIR of Nicosia, carrying out five violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The CN-235 Turkish military aircraft took off twice from the illegal airport of Tymbou, violating international air traffic regulations and the national airspace of the Republic of Cyprus, carrying out a parachuter exercise, before landing at the same airport;

(b) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Kythrea, before exiting towards the FIR of Ankara;

(c) The Cougar Turkish military aircraft took off from the illegal airport of Krini, flying over the occupied area of Kythrea, before returning to the same airport.

On 29 June 2005, one CN-235 and one C-130 Turkish military aircraft entered the FIR of Nicosia, carrying out four violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The CN-235 Turkish military aircraft took off from the illegal airport of Tymbou, violating international air traffic regulations and the national airspace of the Republic of Cyprus, carrying out a parachuter exercise over the occupied area of Lefkoniko, before landing at the same airport, from where it departed on the same day towards the FIR of Ankara;

(b) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 1 and 3 July 2005, two Turkish military aircraft of unknown type carried out two violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The first Turkish military aircraft of unknown type coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, before landing at the illegal airport of Krini;

(b) The second Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating international air traffic regulations and the national airspace of the Republic of Cyprus, before exiting towards the FIR of Ankara.

On 6 July 2005, one CN-235 and one C-130 Turkish military aircraft entered the FIR of Nicosia, carrying out four violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara;

(b) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 13 July 2005, one C-160 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko, from where it departed on the same day towards the FIR of Ankara.

On 17 July 2005, two C-130 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko, from where they departed on the same day towards the FIR of Ankara.

On 18 July 2005, one B-200 Turkish military aircraft entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara.

On 19 July 2005, two formations (2X5) of ten NF-5 Turkish military aircraft, one C-130, one CN-235 and one Turkish military aircraft of unknown type entered the FIR of Nicosia, carrying out a total of six violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The NF-5 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko, where they remained;

(b) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko, where it remained;

(c) The CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed on the same day towards the FIR of Ankara;

(d) The Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Karpasia, before returning to the same airport.

On the same day, one formation of NF-5 Turkish military aircraft (number unknown) took off from the illegal airport of Lefkoniko, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Kyrenia, before returning to the same airport.

On 20 July 2005, two formations (1X5, 1X8) of NF-5 Turkish military aircraft, one C-130 and two Turkish military aircraft of unknown type entered the FIR of Nicosia, carrying out a total of five violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The first formation (1X5) of NF-5 Turkish military aircraft took off from the illegal airport of Lefkoniko, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Krini;

(b) The second formation (1X8) of NF-5 Turkish military aircraft took off from the illegal airport of Lefkoniko, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Kyrenia, before landing at the same airport;

(c) The C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed towards the FIR of Ankara;

(d) The two Turkish military aircraft of unknown type took off from the illegal airport of Krini, violating the national airspace of the Republic of Cyprus, before landing at the same airport.

On 21 July 2005, two formations (2X5) of NF-5 Turkish military aircraft, two C-130 and one B-200 Turkish military aircraft entered the FIR of Nicosia, carrying out a total of six violations of international air traffic regulations and the national airspace of the Republic of Cyprus, as follows:

(a) The two formations (2X5) of NF-5 Turkish military aircraft took off from the illegal airport of Lefkoniko, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before exiting towards the FIR of Ankara;

(b) The first C-130 Turkish military aircraft took off from the illegal airport of Lefkoniko, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before exiting towards the FIR of Ankara;

(c) The second C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko;

(d) The B-200 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko.

On 22 and 24 July 2005, two C-130 and one CN-235 Turkish military aircraft entered the FIR of Nicosia, carrying out five violations of international air traffic

regulations and three violations of the national airspace of the Republic of Cyprus, as follows:

(a) The first C-130 Turkish military aircraft took off from the illegal airport of Lefkoniko, violating the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before exiting towards the FIR of Ankara;

(b) The second C-130 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations and the national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Lefkoniko from where it departed towards the FIR of Ankara;

(c) The CN-235 Turkish military aircraft coming from the FIR of Ankara entered the FIR of Nicosia, violating international air traffic regulations, flying in a south-westerly direction.

On 27 July 2005, one C-160 Turkish military aircraft entered the FIR of Nicosia, violating the international air traffic regulations and national airspace of the Republic of Cyprus, flying over the occupied area of Mesaoria, before landing at the illegal airport of Tymbou, from where it departed towards the FIR of Ankara.

It is also noted that apart from the aforementioned violations, on 15 and 20 May 2005, the Turkish navy and air force conducted an illegal military exercise within the Nicosia FIR and the territorial waters of the Republic of Cyprus. The exercise was conducted without proper coordination with the Cyprus authorities, under whose jurisdiction the Nicosia FIR operates, and in complete disregard of international standards and safety regulations of air navigation.

On behalf of my Government, I strongly protest the aforementioned provocations by Turkey and call for their immediate cessation. While expecting Turkey to fulfil its Cyprus-related obligations that arise from its agreements with the European Union, as well as from international law, Turkey remains engaged in its well-known divisive policy towards Cyprus, which aims at the consolidation of the status quo and the promotion of its subordinate local administration. We regret that, in the course of carrying out that policy, Turkey does not hesitate to disregard international law, Security Council resolutions and international safety standards and regulations. What is even more regrettable, however, is the insistence of Turkey to place at risk the peace and stability of a particularly sensitive region and further complicate the settlement of the Cyprus issue.

We therefore call upon Turkey to review its policy towards Cyprus, put an end to its threatening behaviour and its might-is-right-based approach and refrain from undermining the prospects for reunification and reconciliation.

I should be grateful if you would have the present letter circulated as a document of the General Assembly, under agenda item 29, and of the Security Council.

(*Signed*) Andreas D. **Mavroyiannis**

United Nations A/59/893–S/2005/526

General Assembly
Security Council

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12 August 2005
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General Assembly
Fifty-ninth session
Agenda item 36
The situation in the Middle East

Security Council
Sixtieth year

Identical letters dated 11 August 2005 from the Chargé d'affaires a.i. of the Permanent Mission of Lebanon to the United Nations addressed to the Secretary-General and the President of the Security Council

On instructions from my Government, I transmit to you herewith a statistical table (see annex) showing the Israeli violations of Lebanese sovereignty that took place during July 2005, a total of 120 violations.

These acts of aggression are in violation of the relevant Security Council resolutions, the latest of which is resolution 1614 (2005), and go against your repeated calls for their cessation, most recently in your report of 20 July 2005 (S/2005/460). Lebanon relies on the United Nations to compel Israel to desist from these violations which constitute a threat to international peace and security, and holds Israel responsible for any consequences to which those acts may give rise.

I should be grateful if you would have the present letter and its annex circulated as a document of the General Assembly, at its fifty-ninth session, under agenda item 36 "Situation in the Middle East", and of the Security Council.

(*Signed*) Ibrahim **Assaf**
Chargé d'affaires a.i.

05-45999 (E) 150805 150805

Annex to the identical letters dated 11 August 2005 from the Chargé d'affaires a.i. of the Permanent Mission of Lebanon to the Secretary-General and the President of the Security Council

Statistical table showing Israeli violations of Lebanese sovereignty during July 2005

Air violations				*Sea violations*	*Land violations*			*Total violations*
					Military acts of aggression	*Field violations*	*Breaches*	
Military jet	Reconnaissance	Helicopter	Total	Crossing of territorial waters, artillery fire and shooting of flares and firebombs over territorial waters	Air raids, artillery shelling, shelling of military positions and important posts, attacks on and killing of civilians	Gunfire, shooting of flares, dropping of artillery missiles, infiltration and crossing of international borders	Threats and displaying of weapons, bulldozing of soil, placing of barbed wire and setting up of installations inside Lebanese territory	
14	52	6	72	31	1	14	2	120